

rent. Many theatre troupes stayed at the McMullin House when they played Heber. Mrs. McMullin was a good housekeeper, and many young girls of the community who worked for her were taught the principles of good homemaking and cooking in addition to earning their salary. The Ashton Hardware store now stands where the old McMullin House was located.



The Heber City business district, as it appeared in 1916 is shown in this photograph looking south from First North Street. Businesses shown are the Heber Confectionary and Bakery, barber shop, pool hall, Buell's general merchandise store, Mark Jeff's store, Simon Epperson's Livery Stable and Turner's Store.

Heber's main hotel for many years, the Duncan House, was built in the Spring and Summer of 1885 and opened for business in August of that year. It was owned by John Duncan and his wife, with Mrs. Duncan serving as general manager.

At the time it opened, the Duncan House boasted eight bedrooms, office, sitting room, dining room and kitchen. A few years later the hotel was expanded to a rock building just south of the hotel, a 15 by 36 foot kitchen was added and then later a frame cottage was built with more rooms.

Mrs. Duncan managed the hotel until her death in 1900, when Mr. Duncan and his daughter took over the management. The daughter, Gertrude, married E. H. Rhead, Jr., and on Dec. 1, 1904, Mr. and Mrs. Rhead leased the hotel from Mr. Duncan and began operating it. They made further expansions during 1905, improving the previous additions and adding another seven rooms, storerooms and linen closet. The building was subsequently torn down and the Turner Motel and Cafe now occupies the site.

Tourism has resulted in the establishment of 13 hotels or motels in Heber. These businesses, their addresses and proprietors are as follows: Hilton Motel, 516 N Main, D. L. Hilton; El Rancho, 488 N. Main, Forest Hancock; Heber Motel and Cafe, 230 N Main, Ben Sumbloom; Hi-Way Hotel-Motel, 167 N. Main, Mr. and Mrs. Wilbur Mawhinney; Turner Cafe and Motel, 190 N. Main, Gordon Mendenhall; Aloma Motel, 90 N. Main, Mrs. Alice Ashton; Ken Lona Motel, 123 S. Main, Kenneth Durrant; Town Motel & Service Station, 137 S. Main, Ray Smith; Hi-Way Motel, 135 S. Main, Wilbur Mawhinney; Beautiful Heber Valley Motel 587 S. Main, Camille Miller; Mac's Motel, 670 S. Main, T. K. McNaughton; Wasatch Motel, 875 S. Main, Leon Ritchie; and Hub Cafe and Motel, junction of Highways 40 and 189, Wesley Walters.

For travelers as well as townspeople, Heber also has five restaurants and several drive-in eating establishments.

### RETAIL MERCHANDISING

Retail stores were at first unsuccessful in Heber City because of the lack of money in the valley, the limited stocks and the great distances involved in bringing in merchandise.

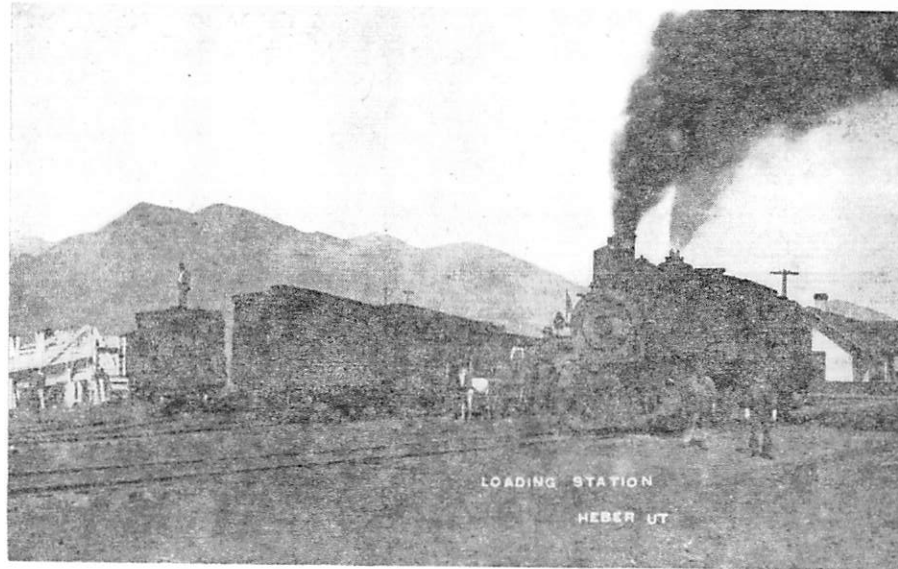
J. Ross offered goods for sale in a cabin on Jessie Bond's lot in Heber, and was followed by Snyder and Company from Wanship who used William Davidson's cabin. William Jennings took over the trade when Snyder and Co. withdrew and John Witt began a merchandising venture. All these attempts were made within a three-year period and failed.

In December of 1867 Abram Hatch, a successful merchant from Lehi, came to the valley as the first bishop of the new Heber Ward. He brought with him his inventory from Lehi and set up a store in his home, located on Main Street and First North. Mrs. Hatch and a son, Joseph, operated the store until 1882 when a new building was erected at Main and Center Streets and the store was organized as A. Hatch and Company. Joseph Hatch became manager and served for many years.

This new business venture benefited from the flow of money into the valley through John Witt's oat contract with the stagecoach line, and proved to be the first permanent successful business firm in the valley.

The chief competitor to A. Hatch and Company came into being as a result of railroad activity in Utah in 1868-69. Mark Jeffs, a convert to the Church from England, worked on the railroad crews that built the lines in Utah and successfully saved \$70.

He invested this money in merchandise in Salt Lake and came to Heber where he opened a store in a log cabin on Main Street. He measured calico on a bed and wrapped it on a chair. Scales were kept on a window ledge. Through sound business judgment, Mr. Jeffs was able to expand his business into a building one block west of Main Street



Shown here is the loading station adjacent to the depot.

Railroad travel became a reality in Heber on September 29, 1899 when the Denver and Rio Grande Western Railroad opened a line from Provo through to the Wasatch area.

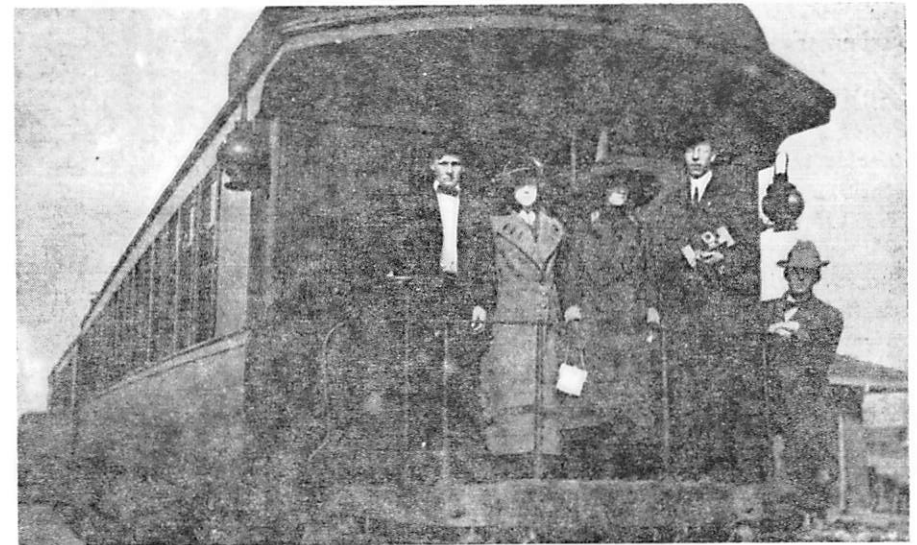
The line had long been awaited by Heber residents because it would enable them to ship their livestock and farm commodities to outside markets. The feeling of the day was described in an article in the "Wasatch Wave" which stated:

**RAILROAD COMPLETED FRIDAY, SEPTEMBER 29, 1899**  
Heber Now in Touch with Outside World

E. W. Sullivan appointed station agent at Heber—Schedule very satisfactory—Two trains arrive in and leave Heber each day.

"The Provo Canyon branch of the Rio Grande Western Railroad which connects Heber City with Provo is now completed and ready for business. The length of the road is 25.8 miles. There are seven stations on the line between Provo and Heber. Their names and their distances from Provo are as follows: Smoot, one mile; Crahurst, six miles; Nunns, nine miles; Falls, ten miles; Forks, twelve miles; Wallsburg, eighteen miles; Charleston, twenty-one miles. None of these stations will have an agent. E. W. Sullivan has been appointed agent at Heber. He comes well recommended, having been in the employ of the company for a number of years.

"Elsewhere in this issue will be found the time table showing the arrival and departure of trains. This schedule is very satisfactory indeed. The trains connect at Provo with the fast-continental trains both east and



Pictured on this train leaving the Heber Depot are Laura Clyde, H. Clay Cummings, Nora Clyde, Elthoria Hicken, Storm McDonald and one unidentified man. Railroad travel was a real boon to valley residents.

west without any of those long, tiresome waits. If you have business in Salt Lake you can take the 6:40 A.M. train—arrive in the City 10:00 o'clock; returning you can leave Salt Lake at 5 o'clock P.M. and reach Heber at 8:05. This gives you seven hours in the metropolis, and the whole of the business day in the city which is from 10 o'clock to 5. On the other hand our Salt Lake friends can leave there at 8 A.M., reach Heber at 11:10 A.M. spend 3½ hours in Heber and leave at 2:20, arriving in Salt Lake at 5:35 in the evening."

The community leaders were sufficiently moved by the significance of the occasion that they planned a special railroad holiday on Friday, October 6, 1899 and invited people from all over the state to attend.

The railroad company set up a special train of seven cars which arrived in Heber at 3 p.m., carrying many state dignitaries, including Governor J. T. Hammond, Provo City officials and some 400 persons.

Residents of Heber and Wasatch County along with the Heber Brass Band met the train and its passengers at the depot and proceeded to the court house yard where a special platform had been erected.

Here a special program began with an address of welcome by Abram Hatch, stake president. Mayor Jones of Provo made a brief response and each of the state officials present spoke for a few minutes. These included Gov. Hammond, James Chipman, state treasurer; Morgan Richards, Jr., state auditor; J. J. Thomas, secretary of the state board of equalization and U. S. Senator Reed Smoot. Numerous railroad officials and officers



of Provo City were also honored. Music was furnished by quartets from Heber and Provo and by the Heber Brass Band.

After the program the large crowd adjourned to Heber Social (old hall) Hall where they were served free food between 4 and 7 p.m. A dance in Turner's Hall during the evening concluded the festivities. The special train left Heber shortly after 10 p.m. and arrived in Provo at 12:30 a.m.

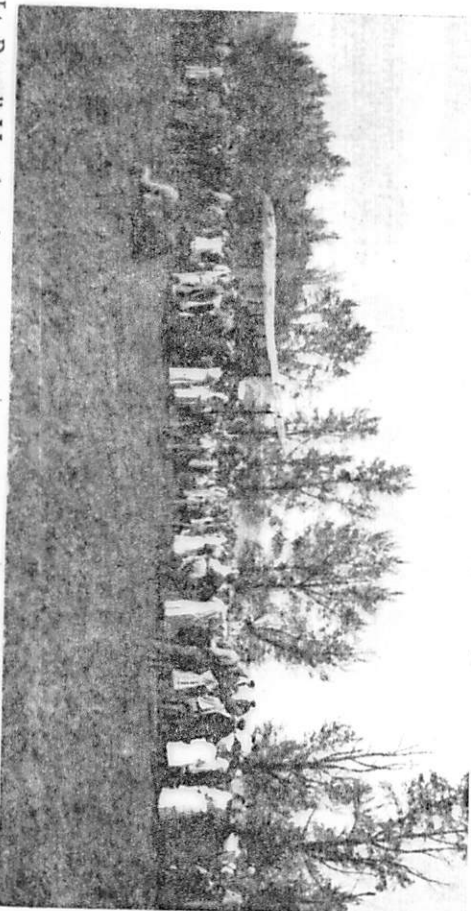
Of the day's activities, the "Wave" commented:

"All seemed to enjoy themselves during the afternoon and evening, and we believe the visitors went home feeling that they had been well treated by the people of Heber and having a somewhat warmer feeling toward us than they formerly had."

The coming of the railroad gave rise to a number of related businesses, including "hack" service. Frank Carlile of the Heber Livery Stable was one of the most reliable drivers of the time. He met all the trains leaving town or arriving. Often his hack was so loaded with townspeople, traveling salesmen or other travelers that two or three had to stand on the step at the rear of the buggy. His reputation was for reliability, and people knew they could always catch their train if they rode with Frank Carlile.

Station agents that have followed Mr. Sullivan include A. A. Tyree, assisted by Nate C. Coleman; a Mr. Harmon; Joseph Ely who served some 20 years, and the present agent, Roger Felt, who has been at the station some 19 years.

Advancements in truck transportation and the convenience of automobile travel has cut deeply into the railroad's business, so that the train makes only one run into the valley each week at present.



Lt. Russell Maughan flew the first airplane into Heber in 1921. Schools were closed and people gathered to look at their first flying machine. Shown here is some of the crowd that gathered around the old DeHaviland plane.

## FLYING

The first airplane to land in Wasatch County came in 1921 when Lt. Russell L. Maughan flew an Army DeHaviland plane into Heber to pay a call on his mother-in-law, Mrs. David Fisher.

Lt. Maughan later won international fame when, on June 21, 1925, he left Mitchell Field in New York at dawn and flew non-stop to San Francisco by dusk.

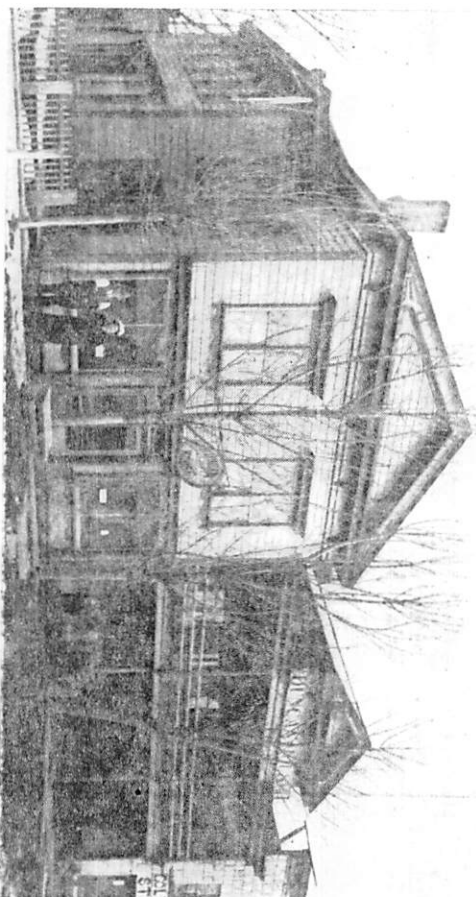
When he came to Heber he landed on the James W. Clyde farm at Sixth South and Main. It was the first time many of the residents had seen an airplane. Schools were dismissed the following day so that students could witness the "take-off."

In later years a modern up-to-date airport was built south of Heber for private as well as emergency aircraft use.

## HOTELS AND MOTELS

Travel in and out of Heber by whatever means brought the need for hotel service and several fine hotels were established. U. S. Highway 40 through the city has brought many tourists to the area in recent years and the hotel and motel business has been consistently good.

The first hotel in Heber known as the McMullin House was built by Mr. and Mrs. Henry McMullin Sr. on the west side of Main Street at the corner of First North. Initially they had their own sleeping quarters a kitchen and two rooms upstairs for rent. Shortly thereafter about 1875, they built a brick building on the same location that had seven rooms for



The Duncan House, popular Heber hotel, is shown here in this 1918 photograph.

Andrew Anderson  
↓  
Dean Anderson

HUSBAND

Born \_\_\_\_\_ Place \_\_\_\_\_  
Chr. \_\_\_\_\_ Place \_\_\_\_\_  
Marr. \_\_\_\_\_ Place \_\_\_\_\_  
Died \_\_\_\_\_ Place \_\_\_\_\_  
Bur. \_\_\_\_\_ Place \_\_\_\_\_

HUSBAND'S FATHER \_\_\_\_\_ HUSBAND'S MOTHER \_\_\_\_\_

HUSBAND'S OTHER WIVES \_\_\_\_\_

WIFE

Born \_\_\_\_\_ Place \_\_\_\_\_  
Chr. \_\_\_\_\_ Place \_\_\_\_\_  
Died \_\_\_\_\_ Place \_\_\_\_\_  
Bur. \_\_\_\_\_ Place \_\_\_\_\_

WIFE'S FATHER \_\_\_\_\_ WIFE'S MOTHER \_\_\_\_\_

WIFE'S OTHER HUSBANDS \_\_\_\_\_

SEX M F	CHILDREN List each child (whether living or dead) in order of birth Given Names SURNAME	WHEN BORN			WHERE BORN			DATE OF FIRST MARRIAGE TO WHOM	WHEN DIED		
		DAY	MONTH	YEAR	TOWN	COUNTY	STATE OR COUNTRY		DAY	MONTH	YEAR
1											
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10											
11											

SOURCES OF INFORMATION \_\_\_\_\_

OTHER MARRIAGES \_\_\_\_\_

NECESSARY EXPLANATIONS \_\_\_\_\_

Husband \_\_\_\_\_

Wife \_\_\_\_\_

Ward Examiners: 1. \_\_\_\_\_  
2. \_\_\_\_\_

Stake or Mission \_\_\_\_\_



John Anderson

NG SHEET  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

RELATION OF ABOVE TO WIFE \_\_\_\_\_

ONLY \_\_\_\_\_

NO ☐

ETY \_\_\_\_\_

ANCE DATA

BAPTIZED (Date) \_\_\_\_\_ ENDOWED (Date) \_\_\_\_\_ SEALED (Date and Temple) \_\_\_\_\_

HUSBAND \_\_\_\_\_ WIFE TO HUSBAND \_\_\_\_\_

WIFE \_\_\_\_\_ SEALED (Date and Temple) CHILDREN TO PARENTS \_\_\_\_\_

COET LARRY J CHEVROLET  
901 S Main  
654-5120

Get it of  
Pic-n  
Hill  
of  
Bldg



Walt

Farmer

Sold cars

(kind?)





[illegible]

GEORGE PETER GARFF AND  
TRYPHENA BRIMHALL AND  
FAMILY



George Peter Garff was born June 17, 1870, at South Jordan, now Riverton, Utah, son of Peter Niels, born February 17, 1843; Eskelbjerg Sjelland and Antomina Sor-

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WALLSBURG BIOGRAPHIES

ensen Garff, born May 5, 1852, at Hosned, H. S., who were staunch converts from Denmark. He married Tryphena Brimhall on December 19, 1895, in the Salt Lake Temple. She was born October 24, 1870, daughter of George Washington and Rachel Ann Meyer Brimhall, of German parentage. She was from Bucyrus, Ohio.

George Garff died February 21, 1928, and Tryphena died May 30, 1961, at the age of 90.

George's parents moved to Draper, Utah, when he was three years old, where they engaged in farming and fruit raising. Here he completed his early education and participated in Church activities.

As a young man he had outstanding athletic ability in baseball, football, running, shotput and track sports, and he believed in clean sports. He also had a natural talent for music.

He was 6 feet 1 inch, had a soldierly bearing and athletic physique, was light complexioned, with kind, blue eyes.

He studied at the U. of U. and the USAC. He met Tryphena, who was a teacher at the preparatory school at the BYA, when he was attending school there. After they were married he taught in the Draper public schools, being very popular with the students. Six months after their marriage they were called to fill a mission to the Hawaiian Islands, to teach in the Church school in Laie, which they accepted, leaving Salt Lake on May 5, 1896.

One experience he valued highly in this mission was in attending a conference on the leper island of Molokai, where, through fasting and prayer, he was able to speak to those people in their language, through the gift of tongues, for 48 minutes. He always was grateful for this divine favor. They served two and one-half years and were released because of Tryphena's ill health. They arrived home in November, 1898.

That winter, Sister Garff's brother, George H. Brimhall, informed them of a teaching position in Wallsburg. George accepted and Tryphena and two children went to Spanish Fork to stay with her mother. In the following summer, George accepted the principalship of the school and moved to Wallsburg.

On May 11, 1903, Brother Garff was or-

dained a High Priest and was set apart by Elder Rudger Clawson to be bishop of Wallsburg Ward.

A very serious accident happened to Brother Garff shortly after being made bishop. He and 20 others went into the canyon in June to try to open a road into Strawberry country. He and his counselor, William A. Nuttall, attempted to move a boulder in the stream. As he did so a pistol fastened to his belt fell from its holster and discharged. He had been impressed to fasten it more securely, but didn't take heed. It fell handle down, hit a rock and discharged, the bullet entering his right breast and coming out under his shoulder blade. A thought immediately flashed through his mind of what he had said shortly after he was made bishop: "I would rather die than to be a block in the wheel."

Brother Nuttall was very anxious to go after the other men. Bishop Garff said: "No, stay with me until the end." Nuttall made him as comfortable as possible under a tree and as Bishop Garff lay there, darkness seemed to close in around him. He felt that when it was completely closed that would be the end of his life. The darkness closed in like a circle, but remained open just above him. As he observed its remaining open and saw the light in the opening, he received the assurance that he would live. Then he let Brother Nuttall go for the men and said he never saw anyone go so fast in all his life. They got him to the doctor, who said his only chance for life was because his body was clean. Through the power of the priesthood and faith and prayers of the ward members he was spared. In three weeks time he attended quarterly conference, where President J. R. Murdock called on him to speak.

He discontinued being principal and engaged in the mercantile business and farming. Although he had many responsibilities in community activities, his church work came first.

He encouraged music, sports, dancing and dramatics. Baseball teams and those in other sports used his pasture land. He organized celebrations for the 4th and 24th of July. His wife was right along with him in these activities and made gallons of ice cream for these events.

She entertained visiting Church visitors

947

948

HOW

in her home and co-operated with her husband in everything he did to improve the community. She was blessed with natural wisdom, a fine intellect and a keen intuition. She was proud of her husband's work in the gospel and with the people.

Seeing the need for increasing the educational opportunities of the children, he encouraged the people of Wallsburg to bond for a new building and spent many hours working to complete the four-room building which was added to the two-room school house. Blue prints for a new chapel had been made at the time of his leaving Wallsburg.

He was a man of great faith, power in the Priesthood and had tremendous courage. Was always ready to assist in time of need. In the home, home evenings were held regularly in which the children participated.

They left Wallsburg in September 1911, to make their home in Lehi, Utah.

The children of George Peter Garff and Tryphena Brimhall are: Rachel Minnie, Grace Thelma, Mary Brimhall, George Lynn, Mark Brimhall, Major Peter, Ina Tryphena, Wayne Brimhall, Joseph Elmo.

FAMILY  
GROUP  
RECORD

ENTER ALL DATA IN THIS ORDER:  
DATES: 14 Apr 1794

PLACES: Sharon, Windsor, Vt.

To indicate that a child is an ancestor of the person submitting the sheet, place an "X" behind the number pertaining to that child.

HUSBAND

Born \_\_\_\_\_ Place \_\_\_\_\_

Chr. \_\_\_\_\_ Place \_\_\_\_\_

Marr. \_\_\_\_\_ Place \_\_\_\_\_

Died \_\_\_\_\_ Place \_\_\_\_\_

Bur. \_\_\_\_\_ Place \_\_\_\_\_

HUSBAND'S FATHER \_\_\_\_\_

HUSBAND'S MOTHER \_\_\_\_\_

HUSBAND'S OTHER WIVES \_\_\_\_\_

WIFE

Born \_\_\_\_\_ Place \_\_\_\_\_

Chr. \_\_\_\_\_ Place \_\_\_\_\_

Died \_\_\_\_\_ Place \_\_\_\_\_

Bur. \_\_\_\_\_ Place \_\_\_\_\_

WIFE'S FATHER \_\_\_\_\_

WIFE'S MOTHER \_\_\_\_\_

WIFE'S OTHER HUSBANDS \_\_\_\_\_

Husband

Wife

Ken GOMM

AUTO DEALER

KEN'S CHEVROLET

654-2964

901 S. Main

Heber

24 Hour Towing

CHEVROLET

SEX M F	CHILDREN List each child (whether living or dead) in order of birth Given Names SURNAME	WHEN BORN			WHERE BORN			DATE OF FIRST MARRIAGE TO WHOM	WHEN DIED			WIFE	BAPTIZED (Date)	ENDOWED (Date)	SEALED (Date and Temple) WIFE TO HUSBAND CHILDREN TO PARENTS
		DAY	MONTH	YEAR	TOWN	COUNTY	STATE OR COUNTRY		DAY	MONTH	YEAR				
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SOURCES OF INFORMATION

OTHER MARRIAGES

NECESSARY EXPLANATIONS





Curt Gomm and Janette Brady

## Gomm-Brady

Mr. and Mrs. Kenneth L. Gomm are pleased to announce the forthcoming marriage of their son Curt to Janette Brady daughter of Monty R. Brady of Manassa, Colorado. The marriage will be performed in the Salt Lake LDS Temple on May 13, 1983.

An Open House will follow at the Heber 8th Ward from 7:00 to 9:00 P.M. A reception will be held on Saturday, May 21, in Manassa, Colorado.

Both are attending BYU and will make their home in Provo where they will continue their education.

All friends and relatives are invited to share in their happiness.